2: Caroe S-4 (no date) 1953 RLI Soviet Central Asia RL1

175 Khans, Farghana in the Russian era has achieved first place in the economic life of Turkistan, agricultural and more recently industrial also. In many respects, ringed round by protecting hills and watered by streams from every quarter, it is like a larger and even more fertile edition of the vale of Peshawar farther south, even to the narrow exit for the waters at Khojent (Leninabad) — a northern Attock — and its central desert only waiting for the water that gives life — another Yusufzai *maira*.[1]

There was much behind this policy. It was not only cotton that the Russians needed; they sought to impose a measure of economic dependence. The cultivation of cotton was pressed by the appeal of higher prices and the fact that it requires less water and less labour than that of grain — much less water than rice. The consequent diminution in the area under grain entailed the import of corn from Russia to meet a marginal deficiency which was high enough at the time of the Revolution to bring famine to the country when grain imports failed owing to breakdown in communications. This policy could not fail to set Turkistan in economic tutelage to Russia in the elementary matter of the basic food supply.

175 496 If it was to become the main source of the all-important raw material of cotton, Turkistan required above all a means of rapid transport to Europe. We have seen how the Russian advance came from the north along the line of the Sir Darya, and pre-dated by some decades the conquest of the Turkmen steppe. At first the plan was to use the Sir Darya, and after the conquest of Khiva and the practical absorption of Bukhara in 1873 the streams of the Amu Darya, as channels of river navigation, both fed by a flotilla on the Aral Sea. But the Sir Darya was so beset with shoals that even today the difficulty of navigating it has not been properly surmounted and, although the Amu Darya is rather more satisfactory as a waterway, it too did not then provide the solution that was needed, nor indeed is the Aral Sea ideally situated as an

[1] Pashtu word for a barren rolling plain or steppe, equivalent to Persian *dasht* Kazak *dala*.

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entrepôt of commerce. It followed that the practical problems of railway construction had to be faced, and were indeed met, by Tsarist Russia in Turkistan before they had presented themselves in the other parts of her Asiatic Empire. It is interesting that the Trans-Siberian Railway was not undertaken until 1891 and did not reach Vladivostok until just before the outbreak of the Russo-Japanese War in 1904. The Trans-Caspian line, on the other hand, was begun in 1880 from an original terminus at Uzun Ada (later extended to Krasnovodsk), and reached Samarkand in 1888, whence it was extended subsequently both to Tashkent, the capital, and up the Farghana Valley to Andijan.

Thus railway construction in Russian Central Asia was carried out in inverse order to the initial penetration by force of arms. The Turkmen country, which was the last to be subdued, was the first to enjoy rail communications with the west, and that in spite of the interruption caused by the need to break the journey for the Caspian crossing from Baku. It was not until the end of 1905 that uninterrupted communication with the Russian railway network was achieved by means of a line skirting the Aral Sea and traversing the original road of the Russian advance up the Sir Darya and past the town of Turkistan to Tashkent.

The Russians had at first envisaged the initial approach as leading up the Sir Darya from the north, and did not commit themselves to the Trans-Caspian line without much thought and in the face of strong opposition from Chernaiev[1] and others. The Trans-Caspian project was largely tactical at the outset: it was put forward by their engineer Annenkov as a means of supplying the forces engaged against the Turkmens which had failed disastrously under Lomakin. When Skobelev took over in 1880, he lent his powerful support to the idea, not so much because he needed it to win his campaign — indeed he boasted, and fulfilled the boast, that he would subdue the Turkmens without such adventitious aids — as that his eyes had been opened to what seemed to him its strategic possibilities. It would afford a rapid means of consolidating and

[1] [first Governor-General of Turkistan (1865, 1882-84) — C Analyst

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advancing his successes on the Afghan frontier, and might even take him on to Herat. And, above all, it would enable him, from Transcaspia, to reach out to the heart of the country in Tashkent and Farghana. It would provide the rapid transport needed for supplying the farther outposts of the empire in Central Asia. As Curzon said—with the successes of Skobelev Transcaspia threw down her challenge to Turkistan.[1]

It is worth stressing the energy that the Russians put into railway construction in this area in the time of the Tsars.[2] For not only were the two main lines, the Trans-Caspian and the so-called Trans-Aral Railways, in being by 1906, but the Tsars had already proceeded far in the survey of the trunk now known as the Turk-Sib to join the Central Asian railways with Siberia by means of a line from Aris, near Chimkent, passing through Semipalatinsk to meet the Siberian Railway at Novosibirsk in the Kuzbas. Five-year plans seldom give credit for the actual work, or the preliminary survey, carried through by the régime which preceded them. The Turk-Sib is an instance of this tendency. Much advertised as a triumph of Soviet engineering, it was in fact completed not before 1930 on the basis of preparatory work carried out many years before under the Tsars. We shall see later that, in comparison with the pioneer work done in earlier times, railway construction by the Soviets in Central Asia has lagged behind.

It remains to record two scenes in the act which closes when the curtain of the Russian Revolution drops over Central Asia.

The first of these was the rebellion in Farghana in 1898, known as the revolt of Dūkchi Ishan. Dūkchi Ishan was a village priest in the countryside near Andijan. His knowledge of theology was small, but he had a winning tongue and a strong faith both in his Islamic tenets and in the destiny of his people. There is a picture of him in Castagné's *Les Bas-*

[1] *Op. cit.* p. 393. [2] Cf. sketch map, Chapter XII, facing p. 192.

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SOVIET CENTRAL ASIA

Railway Network 1952
Broad Gauge 5' 0"

From Soviet sources (very contradictory)

Working line with centre or junction

In final stages of construction

International frontier

Boundaries of Republics

N.B. Trans-Siberian, Central Asian, Trans-Aral, and most of Farghana network, constructed by Tsars; and Turk-Siberian, planned and surveyed by Tsars.

OLAF CAROE: SOVIET EMPIRE (MACI

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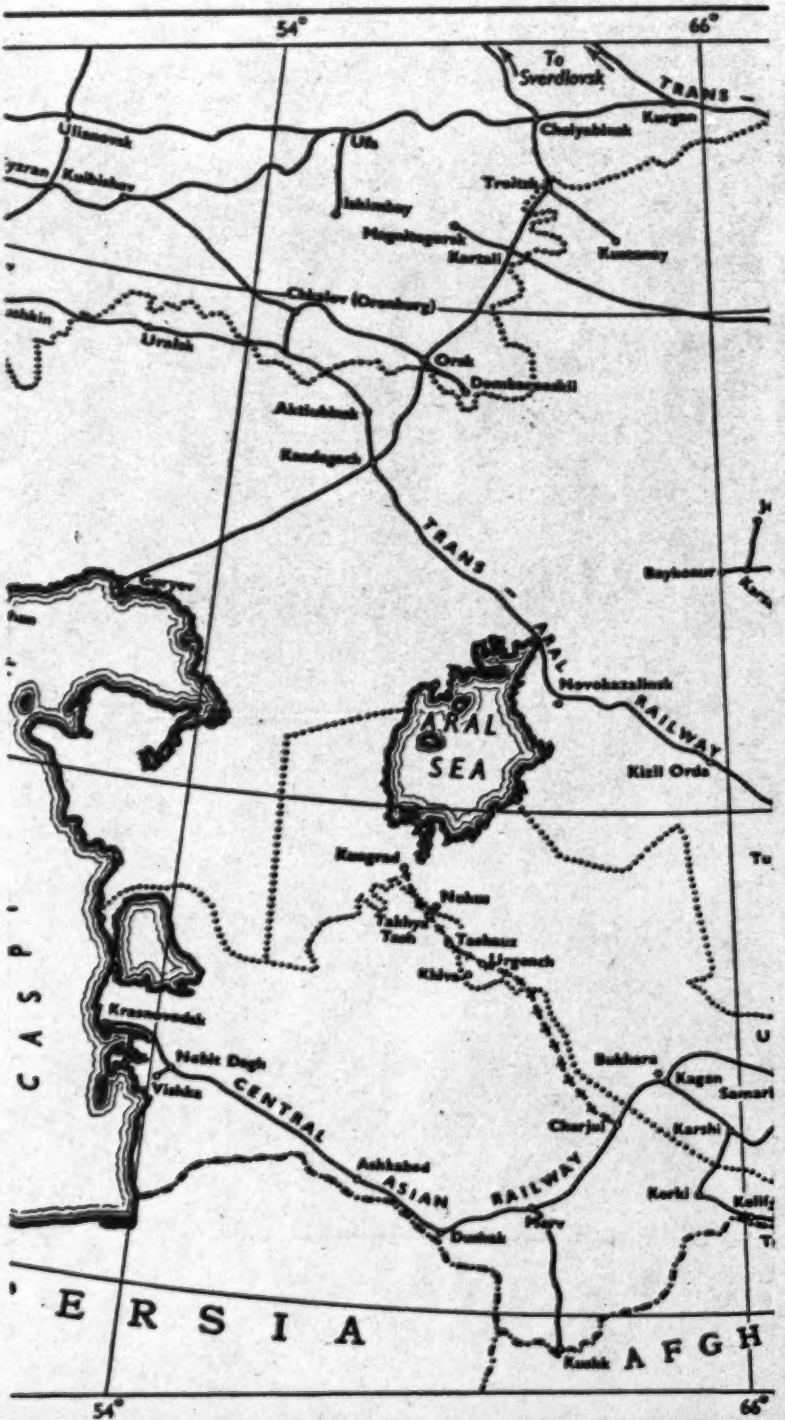

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185 These four overlap, as for instance in the case of irrigation and hydro-electric works, or irrigation and navigation canals, both of which Russian engineers like to set side by side. They do not by any means give an exhaustive analysis — the copper and lead mines and works above mentioned are instances of this — and at many points they have to be considered in relation to agricultural development also. But they do provide some general idea of the all-over Soviet plan for the development of Turkistan. In broad terms this may be said to be to continue the Tsarist policy of using Central Asian products to make Russia self-sufficient in the raw materials of the finer textiles (cotton and silk); to improve on that by bringing the mills to the fields in order to manufacture on the spot; largely to increase the area under cash-crops by irrigation; to use the irrigation canals to aid in the supply of power; to increase also to the limit the fuel sources of power available within these territories; and finally to provide the rail transportation necessary for bringing the whole agricultural and industrial complex within the all-Union economic system.[1]

• 496 I mention transportation by rail last because the Soviet record in the matter of railway construction has been remarkably unimpressive, and one has the impression that the provision of enough and efficient transportation links does not precede or synchronize with, but follows, developments in other fields, seriously handicapping the prospect of a balanced economy. Only one really important trunk railway is known to have been fully completed in Turkistan during the thirty-five years of the Soviet era, and that is the Turk-Sib. Even that was planned and surveyed under the Tsars, and but for the Revolution would almost certainly have been put through much earlier than 1930, which was the year in which the Soviets with a great fanfare announced its eventual completion. The Tsarist engineers completed the Trans-Caspian (or Central Asian) Railway in the eighties of last century and the

[1] A table of a few targets set under the fourth Five-Year Plan which ended in 1950 follows this chapter. The targets for the most part are said to have been reached, and the Soviets have now moved on to a fifth Plan. For rail-network see map opposite.

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496 Trans-Aral line up the Sir Darya by the end of 1905. They also laid down and completed the main network of the very important branches to Khojent, Kokand and Andijan in the Farghana Valley, and the line to the Afghan frontier at Kushk. Soviet propagandists, conscious of this damaging comparison, seek to disarm criticism by saying that only Soviet energy could fulfil the Tsarist plans; but in making this claim they overlook the fine pioneer work done by their predecessors. In a larger field it is remarkable that it was the Tsars, not the Soviets, who built railways to the Pacific. The Soviets frequently announce the construction of a second 'Relief' Siberian line farther to the south, but so far only bits of this exist on the ground. It is indeed remarkable how Soviet enterprise has been found wanting in this sphere.

There are two good examples of the other tendency to confuse prospect with performance. In April 1940[1] it was stated in the Soviet press that a new Oxus Valley line — this too, be it noted, a Tsarist scheme — was to have been completed northward from Charjui as far as Urgench in Khorezm some time in that year. But later notices establish that this important trunk (designed, it seems, eventually to link up with the main European system north of the Caspian) was only begun, much less completed, as lately as October 1947. In the words of the panegyrist:[2]

> One of the great railway-building feats of all time is being carried out in Soviet Asia. A few months ago the restless wind was the only intruder in this wilderness of shifting sands. Then one October day, an army of 70,000 people crossed the horizon, making for the Amu Darya River. They had come to carry out a task laid down in the Five-Year Plan — to build a railway from the Transcaspian Line to the Aral Sea, from Chardzhou to Kungrad. The idea of building a railway across the desert is not new. Attempts were made before the Revolution in 1899 and again in 1913 — to survey a route; but, like other great projects, the Karakum scheme was destined to be realized only in Soviet times. Soviet life in all its cheerful busy variety has invaded the desert. In the evening when the moon rises and the sandhills turn blue, cinema operators

[1] *Pravda* (3rd Apr. 1940). [2] Bib. II, 10.

2: Caroe S-4 (no date) 1953 RL1 Soviet Central Asia RL1

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set up their portable projectors, professors give science lectures, hundreds of newspaper editors get busy in their offices among the dunes, and brilliant companies of musicians and singers entertain the multitude. . . . By 1950 the Amu Darya Valley will be transformed.

It is clear that an important railway of which the completion was forecast in 1940 was not even started until seven years later, and was due for completion on a rough estimate as much as ten years later. This line may not be finished even now (1953). A recent manual on Uzbekistan [1] includes it on sketch-maps as having been constructed as far as Kungrad in the Amu Darya delta, but a less convincing text suggests that the work is far from complete. This line will be of the greatest importance, if the Soviets mean to realize their vast project for a Turkmenian Canal with a headworks at Takhya Tash in the delta.

Another case in which promise and performance are not equated is that of the Mointy–Chu line. The most important new railways actually constructed by the Soviets in Turkistan during the Five-Year plans are those leading to Karaganda, their coal centre, with branches to their two main copper regions north of Balkhash and round Jezkazgan. These had to be constructed if the coal and copper were to be worked at all. (They include an important branch, destined in due course to become a link in a Relief Siberian Line, from Akmolinsk to Kartali, near Magnitogorsk.) In July 1946 Kovalev, the Central Minister of Railways, announced that the Balkhash line was being extended from Mointy to join up with the Turk-Sib line at Chu, so providing a fourth through-trunk connecting Tashkent with the outside world. But it was not until 1952 that news came through of a single special train passing over this line to mark the occasion of the Kazakistan Congress. The line has now gone back to the list of construction works for further attention to the permanent way. In the case of the Oxus Valley line the reasons for delay may be sought in the impact of the war, although this did

[1] Bib. III, 26. Vitkovich.

2: Caroe S-4 (no date) 1953 RL1 Soviet Central Asia RL1

496 not prevent large-scale construction in Turkistan in certain spheres. Delays over the Mointy–Chu line must be attributed to other causes. Whatever the actual cause in any given case, it is possible to affirm with certainty first that it has become a habit for engineers and announcers alike to make a point of confusing blueprints with actual construction, and secondly that Soviet railway construction in Turkistan up to the present time has not added very materially to the network which existed twenty years ago.

Shortcomings and delays of this kind are worth mentioning, for the picture must be seen in light and shade. But the general impression would be as true, namely, that the five republics have now become, for their population if not for their size, a highly industrialized area. Statistics, if nothing else, show something like one in three of the population as
316 living in towns and centres. Karaganda, the centre of the coal-
135 field in Kazakistan, has grown from nothing to 200,000. Like Magnitogorsk in earlier days, it is in fact a concentration camp of helot labour, producing over sixteen million tons of coal a year and qualifying as the third most productive coal-field in the Union, the next after the Don and Kuznetz basins. There are large coal deposits in the Angren Valley close to Tashkent, well sited to serve the industries of the capital and near the nodal point of the railway network. There is also
315 coal in the Tajik foothills. Ishimbay, the heart of the Second Baku in the Urals, already mentioned, is not far outside the five republics and within Bashkiria, while in the republics are three most important groups of oil-wells. The first is in the Emba area (in Kazakistan north-east of the Caspian), with the fields round Guryev and pipe-line to Orsk, the third most productive field in the Union. Next is the Nebit Dagh field close to Krasnovodsk, followed by various smaller wells in the Farghana Valley at Kim-Shorsu, at Yarkurgan and Chimion and also near Andijan. Others find mention in enthusiastic articles in press and encyclopedia alike. Some 1950 targets of production — all realized — are given in the selective table appended to this chapter. 2

2 [See cath 116, p 213 -- Analyst]

3: Czaplicka E-4 (no date) 1918 RL4 Turkic Peoples
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489 It has been said that this rich area has no communication with the world outside, and difficult communications within. It is true that the only sea-outlet is through the mouths of the Ob and the Yenisei; but with the recent re-opening of the Kara Sea route the northern river-ways have a great commercial value. This will especially be the case when, on the completion of the Ob–Arctic Ocean Railway, there will be no necessity to cross the Kara Sea with its dangerous straits.

Within this region the communication is carried on—

491 (*a*) By means of natural roads, of which there are some 109,000 versts in Siberia, and 58,000 versts in Russian Central Asia, not counting the secondary roads.

133 505 (*b*) By means of river-ways, in which especially Western Siberia is very well endowed. The basin of the River Ob alone is navigable for a distance of some 15,000 versts, while some 16,000 more is passable for floating. Turkestan, with its two chief rivers Syr-Daria and Amu-Daria, has much more limited river communications; Amu-Daria is navigable for a distance of some 1,400 versts, but for steam-ships only 800 versts. Syr-Daria could be made navigable for a distance of 1,200 versts, but at present the river is more important for irrigation purposes. The southern rivers are free from ice for about six months in the year, while the rivers north of the Altai Mountains are navigable from three to four months a year.

496 (*c*) The railway is, of course, the most important means of communication, and each new line causes a great industrial and social upheaval in the district. The Trans-Siberian has only a relative value, and much greater importance is attached to the southern line of the Trans-Siberian (Chelyabinsk–Omsk) and the new branches; the Altai (Novo-Nikolaevsk–Biisk–Semipalatinsk) and the Minusinsk (Achinsk–Minusinsk). The Central Asiatic (Krasnovodsk–Andijan), covering 2,368 versts, and the Tashkent Railway (Orenburg–Tashkent), covering some 1,756 versts, unite to some extent Russian Central Asia with Western Siberia. A line between Semipalatinsk and some point on the Tashkent Railway will be of enormous importance for the further development of Western Siberia,

3: Czaplicka E-4 (no date) 1918 RL4 Turkic Peoples
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the Steppe country and Inner Turkestan, and would thus help the communications between the northern and southern part of this rich area, which so far is carried on partly by means of river-ways (Ob, Irtish), and chiefly above the old caravan route. Out of two most important old roads in Central Asia, the first one—Orenburg–Tashkent—was utilized for the Tashkent Railway; the second—Tashkent-Semipalatinsk—is awaiting the same fate. It is the most lively route along which the post, the passenger and goods traffic is carried on. It starts at Kabul-Sai (some 120 versts north of Tashkent), and passes through Chimkent, Aulieata, Pishnek, Viernyi, Kopal, and Sergiupol (the latter lies 272 versts south-east of Semipalatinsk). Branches of smaller roads connect this big route with Pjevalsk and Kulja.

The last plan of the old Russian administration was to connect European Russia with Turkestan by a second line parallel to the Tashkent line, i. e. along the River Amu-Daria.

Western Siberia has gained enormous experience during the present war. At the first stage of the war she was the chief storing-place for army supplies. After the Russian retreat many industries from Poland and Western Russia were transferred here owing to the abundance of coal and other cheap raw products in Western Siberia.

See:

Statistical Year Book, edited by the Minister of the Interior (Russ. Petrograd, 1910–16).

Torgovo-Promyshlennaya Gazeta (Russ. Petrograd, 1910–17).

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Siberia, by P. M. Golovacheff (Russ. Moscow, 1914).

Economic Geography of Siberia, by P. M. Golovacheff (Russ. Moscow, 1914).

Russian Year Book, edited by N. Peacock (London, 1910–16).

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Malakhowski, N. Statistics concerning transport of goods on the Central-Asiatic and the Tashkent Railways (Russ. St. P., 1914).

23: Shabad N-4 (no date) 1951 Rl Soviet Union Rl
Soviet Central Asia RL1

rigated farming, with intensive crops adapted to land irrigation (mainly cotton); (2) dry farming, including chiefly grain crops on mountain slopes having sufficient rainfall; (3) lowland livestock raising, including sheep and camels, adapted to the dry steppe and the desert; (4) highland livestock raising of cattle, goats, and sheep, adapted to valley pastures. Of all these activities, irrigated farming is by far the most important; it employs the greater portion of the population and covers more than two thirds of the sown area. The main crop in the irrigated area is cotton, remarkably well suited to the fertile loess soil of the lower valleys and the warm, sunny climate of Central Asia. The chief cotton areas are the Fergana Valley, the oases of Tashkent, Samarkand, and Bukhara, and the Vakhsh valley. The cotton is processed in local ginning plants, the seeds are sent to oil-extracting presses, and the husks are used for fodder. Other irrigated crops are rice, alfalfa, wheat, corn, sesame, and melons. The irrigated fields are generally bordered by mulberry trees, on which the silkworm is cultivated. One of the most common fruit-trees is the apricot; widespread orchards also produce peaches, apples, pears, pomegranates, grapes. Dried fruits (apricots, peaches, and raisins) form important articles of export. Grain crops occupy a very small portion of the irrigated area and are grown mainly on the non-irrigated mountain slopes.

Livestock is raised all year round, generally in the high mountain valleys in the summer and the lowland steppe and desert in the winter. The most important herds are sheep (including the karakul sheep), camels, cattle, horses, and mountain goats and yak.

Beside the mining industry developed at the deposits of petroleum, coal, salt, sulphur, and nonferrous metals, the industry is concentrated in the region of Tashkent, where it is supplied with power by the two large hydroelectric installations, the Chirchik and the Farkhad power plants. Tashkent is the center of the heavy metallurgy, textile, machine-construction, and food industries. Plants which process agricultural products are located in many other parts of Central Asia; they include ginning plants, oil presses, tanneries, fruit canneries, sugar refineries, and cotton and silk mills.

The basic transportation route is the Trans-Caspian Railroad, which sends many branches into the chief economic regions of Central Asia: the spur from Mary to Kushka, on the Afghan border, and the branches from Chardzhou to Kungrad (now under construction), from Kagan to Termez and Stalinabad, and from Ursat'yevskaya to Andizhan–Kokand–Namangan.